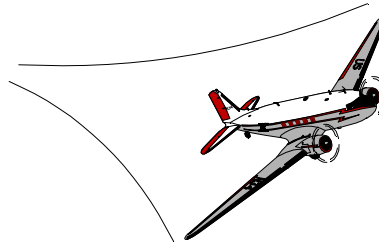


SPECIAL AIRWORTHINESS INFORMATION BULLETIN

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460



U.S. Department
of Transportation
**Federal Aviation
Administration**

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We post SAIBs on the internet at <http://av-info.faa.gov>

This is information only. Recommendations for corrective action aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) advises or provides safety information to you, an owner or operator, of GE Aircraft Engines (GEAE) CJ610 turbojet engines and CF700 turbofan engines. This SAIB notifies you, and the FAA Principal Maintenance Inspectors (PMI) in the Flight Standards District Offices (FSDOs), of the possible existence of life-limited rotating compressor and turbine hardware **not eligible** for installation on a type certificated product.

Background

Airworthiness Directive (AD) 2000-01-09, effective February 11, 2000, requires the removal of certain unapproved engine parts before further flight. RMT Co. Inc., a parts brokerage house, Cincinnati, OH, also known as Turbine Power Company Inc., introduced these unapproved parts into the fleet. The Department of Transportation Inspector General determined that the records seized as part of the investigation contain forged or inaccurate cycle counts. All individuals, whose certificate numbers appear on the applicable maintenance log, have denied any knowledge of the entries. Therefore, it is impossible to determine the parts' airworthiness and the cycles remaining for the life limits.

Recently, during an audit performed by the Atlanta FSDO, they found a compressor rotor at a repair station with suspected military markings. GE confirmed those markings were an electro-etched LCFC marking used strictly on military parts. Further investigation revealed that RMT & Co., Inc. sold the parts. AD 2000-01-09 did not identify this particular compressor rotor.

Recommendations

We recommend that all owners or operators of GE CJ610 turbojet engines and CF700 turbofan engines immediately perform a record search to determine if these engines contain any parts purchased from RMT Co. Inc. Inspect these parts for the electro-etched LCFC markings. If electro-etched LCFC markings are found, we recommend removing the part from service before further flight and notifying the FAA Engine Certification Office listed below.

For Further Information, Contact

Kevin Donovan, FAA Engine and Propeller Directorate, Engine Certification Office, ANE-141, 12 New England Executive Park, Burlington, MA 01803-5299; phone: (781) 238-7743.